

"Our object is to keep Canadian trade in Canadian channels, and to continue as much as we can the policy of making that trade run east and west."—Rt. Hon. R. L. Borden, Premier of Canada.

"Our lake and ocean carrying trade should be carried on by our own people as far as possible, in Canadian ships, owned by Canadians. It does not seem to me that there could be a more patriotic aim than to endeavour to keep Canadian trade in Canadian channels."—Hon. Wm. Pugsley.

"The Ottawa River is a gift of nature, whose value can scarce be over-estimated. It seems destined to be as great a national highway as the Mississippi and its value as a source of electric power will also be an important national asset.

"Nature has been generous in the construction of this North, and its long stretches of navigable waters are among the Dominion's most valuable assets. These stretches are of a sufficient depth for the largest vessels on the Upper Lakes, and once they are connected by canal construction, there will be a water route from Port Arthur and Fort William to Montreal no more circuitous than the average route by rail on this continent."—Toronto Globe.

"\$100,000,000 would be well spent."—Victoria, B.C., Times.

"Would be of almost incalculable benefit to Canada from a commercial standpoint."—Nelson, B.C., News.

"Its speedy completion is of very great importance."—Quebec Chronicle.

"Canada is rapidly forging to the place of the first wheat exporting country in the world. The transportation of this wheat will require a vast expenditure, and any Government that is wise will certainly keep looking ahead to the future."—Winnipeg Grain Growers' Guide.

"Were the Georgian Bay Canal once undertaken, the boom it would give to our great North and West would be heralded from coast to coast, and population would flow into Canada as never before.

"It is, beyond contradiction, the shortest and cheapest route possible between the grain fields of the western prairies and Atlantic tide water."—Montreal Trade Review.

"If our Government could recognize the tremendous possibilities of the increase of trade to this country by the construction of the Georgian Bay Canal, steps would at once be taken to accomplish this much-needed project which would settle for all time the supremacy of this great highway of commerce from the Great Lakes to the Atlantic seaboard over all others on this continent.

"The Government could not undertake any other national enterprise that would aid the trade and commerce of Canada as much as the building of this much talked of and greatly needed canal."—Montreal Trade Bulletin.

"Could not fail to give a great impetus to the Maritime Provinces."—Glace Bay Gazette.

"Probably of more value to Nova Scotia than the building of the Grand Trunk Pacific Railway."—Maritime Mining Record.

"The opening of the Great Lakes for the first time to ocean-going traffic would be an event of the first commercial magnitude."—London Times, Eng., Suppl.